

# ARUBA NEWS

VOL. 9, No. 5

PUBLISHED BY THE LAGO OIL & TRANSPORT CO., LTD

APRIL 9, 1948

## Oslo Employee Visits Aruba

When Miss Edith Corneliusen stepped off a ship last month onto Lago's docks (complete with a pair of skis), she rounded out an exchange of Aruba-Norway visits that started last summer.

At that time two Lago Colony school-teachers visited Norway. While there they went to Standard Oil's Oslo office where they met Miss Corneliusen, an Esso employee for 25 years. During the next two weeks she spent considerable



Chief customs man in San Nicolas, E. Delaney, sees some strange things pass through the Customs House at the Finger Pier, but the skis he kept in bond for Edith Corneliusen were tops in tropical strangeness. Here Miss Corneliusen explains how they operate.

time showing them the city. When the three parted Miss Corneliusen told them that she planned to visit the States sometime and, if at all possible, would travel by way of Aruba.

The two teachers returned to Aruba. One, Eleanor Murphy, became Mrs. D. T. Hanlon. The other, Charlotte Van Sone, became engaged to William Keefer.

Late last month, on the eve of Miss Van Stone's marriage to Mr. Keefer, Miss Corneliusen arrived in Aruba.

On her way to the States for a year's leave of absence, Miss Corneliusen sailed from Norway on the Esso tanker "Haakon Hauan", the same ship on which the two Lagoites traveled to Norway last summer. When she left Norway on February 29 the ship's deck was covered with ice and snow. The ship arrived here on March 20 — minus the ice and snow.

Although Norwegian winters are not as mild as Aruba's, Miss Corneliusen didn't complain of the heat — on the contrary, she thought that Aruba's famous trade winds made the weather rather comfortable.

"But it's funny, you know," she added,

## Un Empleado Noruego To Bishita Aruba

Un bishitador di Lago na fin di luna pasa tawata Edith Corneliusen, quien a traha pa Standard Oil N.J.) pa 25 anja na Noruega. Ariba e portret den columna robes nos ta mira Senorita Corneliusen cu e hefe di duana, Delaney, na Duana. E ta mustré su skaats cual ta bastante conoci den ceru di Noruega pero masha poco den tropico.

Señorita Corneliusen, kende ta traha pa Esso na Oslo tabata na caminda pa Merca pa pasa un anja di verlof aya. El a bini Aruba cu un tanker Noruega y a bishita Señora D. F. Hanlon y Señora William Keefer, dos ex-empleado di Lago, kendenan a haci conocí euné na Noruega anja pasá den verano.

"when Charlotte and Eleanor were in Oslo last summer they complained of the heat."

Miss Corneliusen began working for Standard Oil (N.J.) at the Vallö Refinery near which she lived. Later she transferred to the Oslo office where she has remained ever since. She works in the accounting section, and while in the States hopes to work for awhile in Jersey offices there.

During the German occupation of Norway, the Standard office in Oslo continued operating.

"But many of our people were imprisoned by the Nazis," Miss Corneliusen said. "The first to be taken from our office was the mimeograph operator; at the same time the Germans took the mimeograph machine.

"During the German occupation from 50 to 60 thousand Norwegians were forced to flee to Sweden to save their lives. The most many of us could do was to help them escape across the border. Until they could actually start their journey they had to hide, either in the woods or in the houses of friends. I was able to help some of them by hiding them in my flat until they could be on their way."

Although Norway's winter was a normal one, Miss Corneliusen said that food was still scarce there.

"Another wonderful thing about Aruba is that the food isn't rationed and there seems to be so much of it," she said.

While here Miss Corneliusen took a lake tanker trip to Maracaibo on the Norwegian tanker "Tiger". She sailed last week for New York.

Miss Corneliusen said that the people in the Oslo Esso office received an eight-day Easter vacation and that many of them spent it skiing. While her fellow workers were skiing high in the Norwegian mountains, she was spending her Easter basking in the Aruba sun, playing tennis, swimming, and otherwise enjoying the tropics before she started north again.



## Vast Expenditures Planned To Meet Increasing Demands

Standard Oil Company (New Jersey) is spending one billion dollars in 1947 and 1948 to meet the world's growing needs for oil, according to recent announcements. Today the Company and its affiliates are modernizing and expanding production and facilities at the greatest rate in their history. And it is estimated that the oil industry as a whole will spend 13 billion dollars over the next few years in expansion and increased production.

This sum will be spent in exploration, drilling new wells, and in building new refineries, pipelines, and storage tanks.

The reason for this tremendous expansion of the present facilities of the oil industry is the oil shortage. In 1947, for instance, the United States alone used more oil than the whole world did in 1939. And with demands for oil greater than ever throughout the world, this new expansion program is vitally needed.

## Instrument Group Forms Club for Study & Sport

Sixty members of the Instrument Department banded together last month to form a society tentatively called the "Instrument Dept. Sports and Education Organization".

At the first formal meeting of the group March 20, Stanley Smith was elected president and Eric Gairy was elected secretary.

Aim of the new club will be instrument education supplemented by recreation on the sports field as well as by social activities. In the education part of their activities they hope to secure films on instrumentation, and to secure as lecturers any instrument men who may visit Lago. Classes on instrument subjects will also be developed.

Final organization of the group was to take place at a meeting scheduled for the Lago Heights Club auditorium last Sunday. Additional officers were to be elected and installed during a business session, which was to be followed by a dinner.

## French Writer Visits Lago

Georges Le Fevre, a French author who is travelling over the world gathering material for a book on oil, was a Lago visitor late last month.

Mr. Le Fevre, who left France three months ago, arrived here from Venezuela, where he had spent a week visiting Creole and Shell oil installations. Before that he toured various oil refineries in the States. From here he went to Curaçao, to see the Shell refinery, then back to Paris on his way to Abadan and other mid-eastern refineries.

His book is intended to explain, in terms that the layman can understand, the various aspects of the oil industry to the French public.

## Flotilla Di Lake Tanker Ta Gana Concurso Di Seguridad

Pa di dos aña sigui Esso Transportation Company a ricibi promé prijs den e division di vapor-tanque di e concurso cu ta worde tení tur aña door di National Safety Council. Gordon Owen, director di Seguridad pa Lago, a presenta e prijs, un trofeo, na e Gerente di Departamento di Marine, G. H. Jett, ariba dia 18 di Maart. E ceremonia a tuma lugá na Marine Club den presencia di oficialnan di e flotilla di Lake Tanker, y tambe representantenan eligi di e Comité pa Lake Tanker.

Sr. Owen a worde introduci door di Capitan W. L. Thomas, sub-gerente di Departamento di Marina, kende cu énfasis a bisa cu e esfuerzonan pa seguridad ta bal' la pena, si nan por logra na salba siquiera un bida den un periodo di 20 aña. Sr. Owen a bisa cu Esso Transportation Company a gana e trofeo pa prome lugá cinco diferente biaha durante e nuebe añanan cu e concurso a worde tení. E otro cuater añanan Lago su flotilla di lake tanker a gana di dos lugá. E record aki ta sobresaliente, e a bisa, no solamente pa motibo di e trofeonan cu a worde ganá, pero pa lo que esey ta nifica pa e hombernan cu ta traha y ta responsable pa e flotilla di barconan.

E a termina cu e palabranan aki: "Kiko cu físicamente por worde haci pa conmemora e distinción ta puramente simbólico di e bon cu a worde realizá door di esfuerzonan di tur den un trabao bon haci."

Sr. Jett a ricibi e trofeo den number di e tripulación di e barconan, y a gradicinan pa e bon record cu nan a establece.

Lloyd van Putten a papia den number di e representantenan eligi di e Comité pa Lake Tanker, y a priminti cu e tripulantenan lo continua cu nan esfuerzonan ariba seguridad na trabao, y cu nan lo trata di haci mihó ainda den e concurso cu ta sigui.

E concurso, tení over di e periodo fo'i Juli 1946 te Juni 1947, tabata inclui participantenan di Canada, Estados Unidos, West Indië y islanan den di Pacífico. E lake tankernan di Esso Transportation Company tabatin un frecuencia di 6.06 accidente cu perdida di tempo pa un millon ora di trabao, y esey tabata menos cu mitar di e pro-medio di frecuencia pa e grupo den e concurso, cual tabata 15.23 accidente pa un millon di ora di trabao. General Petroleum Corporation di Los Angeles, California, a gana di dos lugá cu un frecuencia di 9.82 accidente pa un millon ora di trabao.

**Cricket Presentation Match to be played April 11. Sport Park Baseball starts April 18.**  
(See page 6 for details.)

The latest visitors from outside the refinery to be taken on a tour of the plant are the Dutch soldiers at left from Camp Sabaneta. They are shown with John de Lange, of Lago's Training Division (third from right), before the Main Office Building. They are the first of three groups of Sabaneta troops to tour the refinery; eventually, all the soldiers stationed there will have had an opportunity to see how a huge refinery operates. Although these men toured the plant on March 27, they were prepared for their trip on the nights of March 23 and 24, when Mr. de Lange spoke to them at their camp. He gave them some background information on the oil industry in general and showed color films dealing with oil production. When the soldiers arrived here, Mr. de Lange gave them a brief account of the various departments and operations of the plant, and then outlined the trip they would make on a map of the refinery. After that they all piled into a bus and he conducted them through the plant, pointing out the various operations. The tour ended at the Esso Club, where refreshments were served to the officers and men. The second trip through the refinery for the Sabaneta soldiers was held on April 3 and the final one will take place April 24. The trips were arranged with the cooperation of Lt. Erwin Oelers, training officer, and Capt. D. Iskes, commanding officer of the Sabaneta camp.





# ARUBA ESSO NEWS

PUBLISHED AT ARUBA, N.W.I. BY THE LAGO OIL & TRANSPORT CO., LTD.

The next issue of the ARUBA ESSO NEWS will be distributed Friday, April 30. A copy must reach the editor in the Personnel building by Friday noon, April 23. Telephone 523.

Printed by the Curaçoesche Courant, Curaçao N.W.I.

## You May Lose

If everyone said to himself, "why take a chance? I may lose", there would be far fewer accidents than there are. For accidents quite often happen just when the person involved does take a chance — and loses. You may lose a little time by not taking a risk — seldom, though, will you lose your life. People are always in a hurry to do something or to get somewhere. Then they take chances. Maybe someone walking will figure that he can cross to the other side of the road if he'll take a chance and quickly dash over. Or the motorist might decide to pass the car in front of him at the same time that another car is approaching. Quite often the risk pays off. But too many times it doesn't, and the person loses. Many things lost in gambling can be regained. A human life cannot, though, and when a human life is the stake, then is the time to be cautious and careful. As long as there is the possibility that you might lose, "why take a chance?"

Si tur hende ta bisa su mes, "pakiko tuma un chens? Mi por perde", sigur lo tin hopi menos accidente cu tin awor. Pasobra desgracia masha vez ta pasa net ora un persona ta tuma un chens — e ta perde. Bo por perde un poco tempo ora bo no ta riska — pero rara vez lo bo perde bo bida. Semper hende ta purá pa haci un cos o pa bai algun parti. E ora ey nan ta tuma chens. Podiser un persona caminando ta pensa cu e por cruza e camina si e tuma un chens i pasa liher. O un motorista por dicidi di pasa e auto su dilanti na e mes momento cu un otro auto ta acercando. Hopi vez e riesgo ta bai bon. Pero mucho vez tambe esaki no ta logra i e persona ta perde. Hopi cos cu un hende perde den wegá di placa por wordé hayá trobe. Bida di hende sin embargo sí no por, i ora bida di hende ta na peliger e ora nos mester tin cuidao i sea prudente. Mientras cu tin e posibilidad cu bo por perde, "pakiko tuma un chens?"

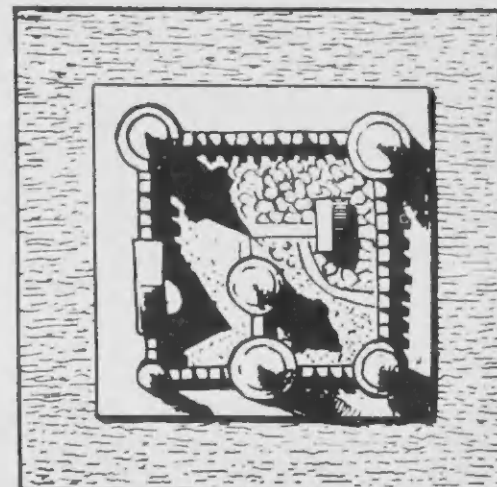
## Departmental Reporters

(Dots indicate that reporter has turned in a tip for this issue)

Simon Corneil	.....	Hospital
Bipat Chand	.....	Storehouse
Sattaur Bacchus	.....	Instrument
Gordon Ollivierre	.....	Electrical
Luciano Wever	.....	Labor
Siman Goerman	.....	Drydock
Bernard Marquis	.....	Marine Office
Iphig Jones	.....	Receiving & Shipping
Erskine Anderson	.....	Acid & Edeleann
		L.O.F.
Fernando da Silva	.....	Pressure Still
Bertie Vlapree	.....	C.T.R. & Field Shops
Hugo de Vries	.....	T.S.D. Office
Willemfridus Beel	.....	Accounting
Mrs. Ivy Betta	.....	Powerhouse 1 & 2
Jacinto de Kort	.....	Laboratories 1 & 2
Henry Nassy	.....	Laboratory 3
Harold Wathey	.....	Lago Police
Mrs. M. A. Mongroo	.....	Esso & Lago Clubs
Elsa Mackintosh	.....	Dining Hall (2)
Eric Crichtow	.....	Catalytic
		Gas & Poly Plants
Calvin Massell	.....	M. & C. Office
Federico Ponson	.....	Masons & Insulators
Edward Larmonie	.....	Carpenter & Paint
Edgar Connor	.....	Machine Shop
Maris Harms	.....	Blacksmith, Boiler & Tin
Wido Abraham	.....	Pipe
Jan Oduber	.....	Welding
John Francisco	.....	Colony Commissary
Jose La Cruz	.....	Plant Commissary
Stella Oliver	.....	Laundry
Ricardo Van Blaricum	.....	Colony Service Office
Claude Solah	.....	Colony Shops
Hubert Ecury	.....	Garage
Harold James	.....	Personnel
Edney Muckleman	.....	Sports
Samuel Rajreop	.....	Special

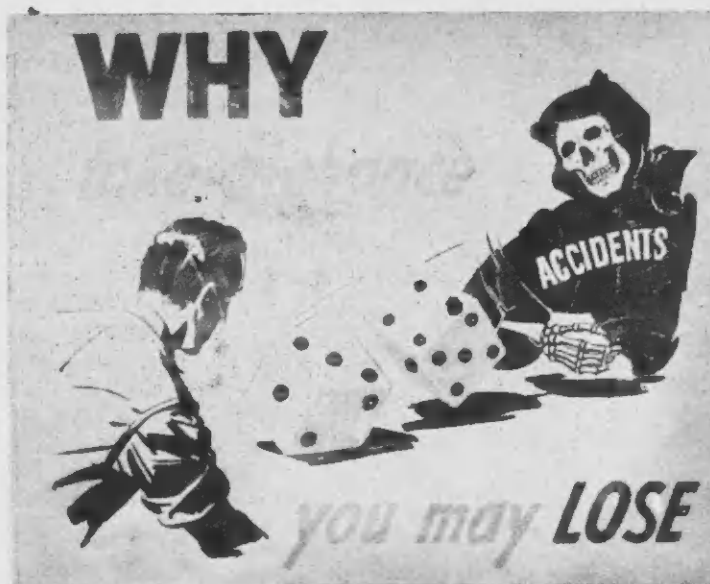


## Crossing the Moat



A company of soldiers had temporary quarters in an old castle surrounded by a square moat. One night some soldiers came in late and wished to enter without first passing the guard at the bridge. The moat was 20 feet wide and the only possible way to cross it was by using two wooden boards they had found — both 19 feet long and six feet wide. How could they cross the moat, without swimming, using only these two boards?

(Answer on back page.)



## Anglican Church Group Presents Play To Help Building Fund

The Holy Cross Anglican Young Peoples' Association presented a Passion Play at the Surinam Club on March 26 to raise money for the Church Building Fund. A total of Fls. 625 was raised from the evening's program.

Members of the cast from Lago included Alphaeus Nimrod, Storehouse; Lionel Worrall and Charles Walcott, Machine Department; Everett Morris, Masons; John Hodge and Silred Ruan, Yard; Lionel Sullivan, Zone Office; Claudius Noel, Dining Hall; James Gumbs, Colony Service; Eric Lewis, Marine Department; and Joseph Bowen, Storehouse. Other members of the cast included Beatrice Lawrence, Sybil Owen, Susana French, Mrs. J. Jakeman, Carmen Francis, Emelda Williams, and Rev. D. G. Jakeman, W. Innis, of Receiving and Shipping, was the scene shifter.

The drama was produced by Mrs. Jakeman and the Surinam Club donated the use of its hall.

## NEW ARRIVALS

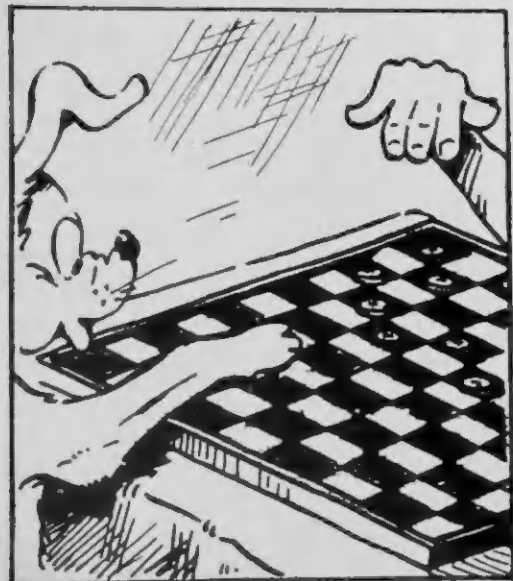
- A daughter, Edith Lucia, to Mr. and Mrs. Cornelis H. Pracht, March 9.
- A son, Orlando Umberto Francisco, to Mr. and Mrs. Manoel A. De Freitas, March 9.
- A son, Wallace Howard, to Mr. and Mrs. James T. Fox, March 9.
- A daughter, Greta Catharina, to Mr. and Mrs. Luis Carrion, March 9.
- A daughter, Anella Lucilla, to Mr. and Mrs. Anthony Perrotte, March 11.
- A daughter, Haydee Rachelle, to Mr. and Mrs. Hendrik Van Der Kuyp, March 11.
- A son, Silvio Alfonso, to Mr. and Mrs. Elebert S. Blijden, March 12.
- A daughter, Merlene Yvette, to Mr. and Mrs. Ludolph I. Vieira, March 12.
- A son, Eric Edward, to Mr. and Mrs. Walter A. Pyle, March 13.
- A daughter, Fabia, to Mr. and Mrs. Pablo Raffini, March 13.
- A son, Adrian Pieter, to Mr. and Mrs. Porfilio Croes, March 13.
- A daughter, Patsy Maureen, to Mr. and Mrs. Reginald L. McLean, March 14.
- A daughter, Rosalia, to Mr. and Mrs. Nicolas Everon, March 14.
- A son, Pierre Marie Philippe, to Mr. and Mrs. Pierre Hilaire, March 14.
- A son, Jasper William, to Mr. and Mrs. Jasper L. Sturrock, March 14.
- A son, Roosevelt Rudolph, to Mr. and Mrs. Ewen B. Quashie, March 15.
- A son, Henry Marius, Jr., to Mr. and Mrs. Marius H. Del Prado, March 16.
- A daughter, Alicia Bernadete, to Mr. and Mrs. Gaston Kingsale, March 16.
- A daughter, Stella Elizabeth, to Mr. and Mrs. Isaias Arends, March 16.
- A daughter, Rosalia Lolita, to Mr. and Mrs. Alejandro Carty, March 17.
- A son, Gabriel Rosario, to Mr. and Mrs. Alberto C. Rincones, March 18.
- A daughter, Myriam Alcira, to Mr. and Mrs. Antonio M. Morales, March 19.
- A daughter, Mary Virginia, to Mr. and Mrs. Newton A. Primus, March 19.
- A son, Silvio, to Mr. and Mrs. Modesto Varis, March 20.
- A daughter, Rose Esther, to Mr. and Mrs. Hutchinson Prime, March 20.
- A son, Samuel Coleridge Alderice, to Mr. and

- Mrs. Samuel M. Rawlins, March 20.
- A daughter, Jenadell, to Mr. and Mrs. Thomas Johnson, March 22.
- A son, Raymond Alejandro, to Mr. and Mrs. Reuben B. Bellas, March 24.
- A daughter, Kathy, to Mr. and Mrs. Matthew W. Farrell, March 26.
- A son, to Mr. and Mrs. Augusto S. Marchena, March 29.
- A daughter, to Mr. and Mrs. Egbert Carrilho, March 30.
- A daughter, to Mr. and Mrs. Francisco Croes, March 30.
- A son, to Mr. and Mrs. Philip Semper, March 30.
- A son, Charles Stephen, to Mr. and Mrs. Charles Wright, March 31.
- A son, to Mr. and Mrs. Alexander Leon, March 31.
- A daughter, to Mr. and Mrs. Guillaume Davis, March 31.



On Easter Sunday the cornerstone of the Protestant Congregation Church of Aruba was laid in Oranjestad. Members of the Church look on as Addison W. Croes (right) lays the cornerstone of the building. In the center is Lt. Gov. L. C. Kwartzs who, with Mr. Croes, placed a scroll in the cornerstone, and at left, with his back to the camera, is the minister, Rev. J. J. van de Wall. The church was designed by architect Jan Nagel, of the Construction Company Aruba, and is being built under his direction. It is estimated that the building will cost Fls. 225,000 and require 18 months to finish. It is being built near the site of the old church and will have a seating capacity of 300 persons. Money to build the church is being raised by the church council with the assistance of the finance committee. Members of the council are Rev. van de Wall (chairman), J. H. Beaujon (secretary), Godfried Croes (treasurer), C. H. G. Eman, J. R. Beaujon, E. O. Frigerio, and E. O. Lampe.

## Dan and Piet ...



By REYNOLDS



# NEWS and VIEWS

Lago's first airplane fueling operation is shown at right, with the Esso tank truck pumping gasoline into a Nationwide Air Transport Service plane at Dakota Field. Three deliveries were made, totaling 2,063 gallons of 91-98 octane, on March 18, 19, and 20. The DC-3 was specially chartered last month for three flights from Trinidad to bring recruited laborers to Aruba. Nat Holland of the Ethyl Plant was in charge of the fueling operation, assisted by Arnett Roberts and Alford St. Louis. Odulio Martha and Guillermo Tromp of the Garage manned the tank truck.



In a beautiful ceremony at St. Theresa's Church April 2, Frances Mingus, daughter of Lago's Assistant General Manager O. Mingus, was married to Dr. T. E. Kretschmer of the Medical Department. The bride, shown above with her husband immediately after the ceremony, wore a gown which had previously been worn by her sister when she was married. A reception at the bride's home followed. Included among the couple's many friends were guests from Oranjestad, Curaçao, and Caracas. The couple honeymooned in Curaçao. (Photograph courtesy of E. Biddle.)



June Vincent received her first starring role opposite dangerous Dan Duryea, ace movie merchant of menace, and Peter Lorre, another fellow who can't be trusted, in Universal's "Black Angel", movie melodrama full of suspense, murder, and dramatic thrills. She seems to have successfully weathered the perils which she was required to face in playing with the two movie meanies.

The Ronald Colemans and Loretta Youngs shown at right add up to two complete casts for the Lago High School's production of "Almost Eighteen", which played to good houses for four nights last month. Miss Dorothea Stadelman of the faculty (not shown in the picture) was the director. Those standing, left to right, are Mona Smith, Lenny Teagle, Patricia Scott, Connie Griffe, Jay Cahill, Bob Raffoski, Sue Mingus, Christine Buchholtz, David Schmitt, Roberta Pfaff, Mary Macrini, Bob Moore, Bill Morgan, Kenneth Repath, and Dorothy Fulton; seated, left to right, are Gea Huising, Francis Flaherty, Betty Orr, Mary Ann Aulow, Roy Burbage, Murry Jennings, Betty Ann Binnion, Susie Schmitt, Dick Rosborough, Birgitte Gregerson, Merlene Morris, and Bob Learned.



Up to a certain age, Easter is chiefly an occasion for finding brightly-colored eggs, deposited (no one knows why) by a rabbit. Following the tradition, the three youngsters at left compare numbers of Easter eggs found in the hunt staged by the beginners' Sunday School class of Lago Community Church March 27. At right a kindergarden class of the school at St. Theresa's Church pose with the trophies of the hunt. Adults in the picture are Fanny Brown and Basilia Martis, instructors.





# Pipeline From Aruba

"The War Years at Lago", an "Esso News" feature last year, was a historical summing-up of the period when Aruba's "pipeline" of tankers was a vital part of Allied survival and victory. Another section of the same picture is the article below, condensed from "All Hands", the U.S. Navy's personnel bulletin. For the first time here, it makes available official Navy information on how the U-boat threat was smashed.

Every day in the year a fleet of specially built, shallow-draft, slow, tub-like tankers leaves one of the world's largest refineries, in Aruba, Netherlands West Indies bound for Maracaibo, Venezuela, 163 miles distant.

Crossing the sand bar at the entrance of the harbor, the lake tankers load Venezuelan crude oil, wait for the tide, and start the return journey to the Lago refinery. The round trip takes two and a half days.

The outbreak of war in Europe in September 1939 failed to cause a ripple in the steady flow of oil from the wells of Venezuela to the refineries of Aruba and of Curaçao, where Dutch Shell has a large refinery. However, when the Germans invaded the Lowlands in May 1940, the British, fully aware of the importance of the refineries, acted with lightning speed. The next day hastily organized British troops made a peaceful invasion of Aruba and Curaçao, anticipating the forced surrender of the Netherlands homeland by three days.

Civil administration of the islands remained in the hands of the Dutch. The British were interested only in protecting their oil pipeline to Europe.

In January 1942 Lago produced and shipped over 7,100,000 barrels of aviation gas, motor gas, Diesel oil, lubricants, fuel oil, and kerosene. Almost every gal-

lon of this went for military use. It was oil from Aruba that kept the British navy at sea, that kept Montgomery's "desert rats" from backing into the lobby of Sheppard's Hotel in Cairo, and that kept the Royal Air Force in the air until American aid could make itself felt.

Meanwhile, the people of Aruba and the other Dutch colonies wondered when their own peaceful existence would come to an end. Their answer came early on the morning of February 16, 1942. At 1:30 a.m. German submarines appeared off Curaçao, Aruba, and at the entrance to Lake Maracaibo. Before the sun rose, seven tankers had been torpedoed, 56 men had died a flaming death, the refinery at Aruba had been shelled — miraculously escaping any damaging hits — 10 per cent of Lago's lake tanker fleet had been lost, and the Battle of the Caribbean had begun.

The effects of this one-night stand against the oil ports were tremendous — infinitely greater than the Germans ever realized. In fact, to this day naval authorities are wondering why the attack was not repeated often and in force.

As a result of this attack, for seven days not a ship entered or left Aruba or Curaçao. Production quickly stopped in Venezuela because of the lack of storage capacity at Lake Maracaibo. The refineries shut down. They had no crude oil to

refine. Every day's shutdown meant a loss of thousand of barrels of oil products vitally needed in North Africa to help General Montgomery mount an offensive.

The naval forces available to protect the refineries were woefully small and spread pitifully thin. However, two destroyers were ordered to Curaçao-Aruba to serve as escorts. A Dutch cruiser was likewise ordered to convoy duty. The Caribbean was divided into three sectors — at Guantanamo, Curaçao, and Trinidad — with a high degree of individual responsibility assigned each.

The Battle of the Caribbean spread like wild-fire. In February and March alone, 23 critically needed tankers were torpedoed in the Caribbean.

Two nights after the attack on Aruba, a U-boat slipped into the Gulf of Paria, entrance to Port of Spain, Trinidad, and torpedoed two merchant ships, both of which were salvaged. The submarine added impudence to audacity by steaming out on the surface showing running lights.

Three weeks later a submarine nosed into the little port of Castries, St. Lucia, and expertly torpedoed two merchant ships being unloaded alongside the dock.

Now the battle mounted in intensity. In May 1942, 38 ships and tankers were sunk in the Caribbean. In June it was 35 ships sunk.

In July the convoy system was started between Key West and Trinidad, and the Panama Canal and Guantanamo. Owing to the large number of sinkings in the ocean approaches to Trinidad, the Navy began to escort ships 200 miles to sea. Losses dropped to 17 ships in July as a result of the convoy system.

German submarines were so thick in the Caribbean and so indifferent to our defenses that the day seldom passed that a PBY did not make an attack on a sub;

but there were no sinkings, with survivors as proof. Pilots reported that their World War I type "ash cans" frequently skipped as much as 200 feet in the water when dropped from a speeding plane. As a result of tests, the depth charges for planes were equipped with tail fins to make them fly true, and nose rings to force them to "bite" into the water when they hit.

August 1942 was disastrous. A total of 46 ships were sunk in the Caribbean — the largest number sunk in one month in any theater in the war against Germany. The 500-ton U-boats were now joined by a bigger sister — the 700-tonner, which carried more torpedoes, had a much larger cruising range, and consequently could stay out much longer. The 500-ton boats began to hang around the ocean approaches to Trinidad and the dispersal point 200 miles away while the bigger boats roamed the Caribbean Sea.

Although August 1942 was the blackest month in the Battle of the Caribbean, it also marked the turning point. It is even possible to put a finger on a date — August 27 — and say, "the tide turned here". For on that date, a PBY and a Canadian corvette, working in closest cooperation, made the first definite kill of a U-boat — the U-94 commanded by one of Admiral Doenitz' most brilliant sub-skippers.

The death of that submarine and the capture of 26 survivors marked the beginning of the end of the Caribbean paradise for U-boats. For that reason, the history of the U-94's last cruise and her 24-year-old captain is an interesting one.

Captain Ites, of the U-94, was one of the outstanding submarine commanders of 1942. After his third war cruise, in April 1942, he was awarded the Knight's Cross of the Iron Cross. The citation

Continued on Page 5

## SAVED: Four Eyes, Two Heads, One Foot



Above at left, Leon Thijsen of the boilermakers displays the six-pound piece of steel that didn't even scratch his safety hat when it fell on his head. How it happened is shown in the drawing at right. (Victor Leal, second man to be struck, left on vacation before a picture could be taken.)

Below, Prudencio de Cuba and Tomas Maduro are shown with the goggles that saved their eyes from injury when some fast-moving catalyst powder struck them. Some of the powder, which stuck in a solid coating on the lenses, can still be seen on the glass.

March 16 rates as a happy day for Prudencio de Cuba and Tomas Maduro. That was the day they saved their eyes. And the next day, March 17, rates as a happy day for Leon Thijsen and Victor Leal. That was the day they saved their heads.

Both near-accidents were only NEAR accidents because the men were smart enough, and followed safety regulations well enough, to be wearing the goggles and hats that are meant for that job — preventing injuries.

Pipefitters de Cuba and Maduro were blinding off a catalyst and air line at the Cat Plant when a blast of the finely powdered catalyst flew into their faces so hard that a layer of the powder actually stuck in the lenses of their goggles. No injury resulted. Without goggles, the

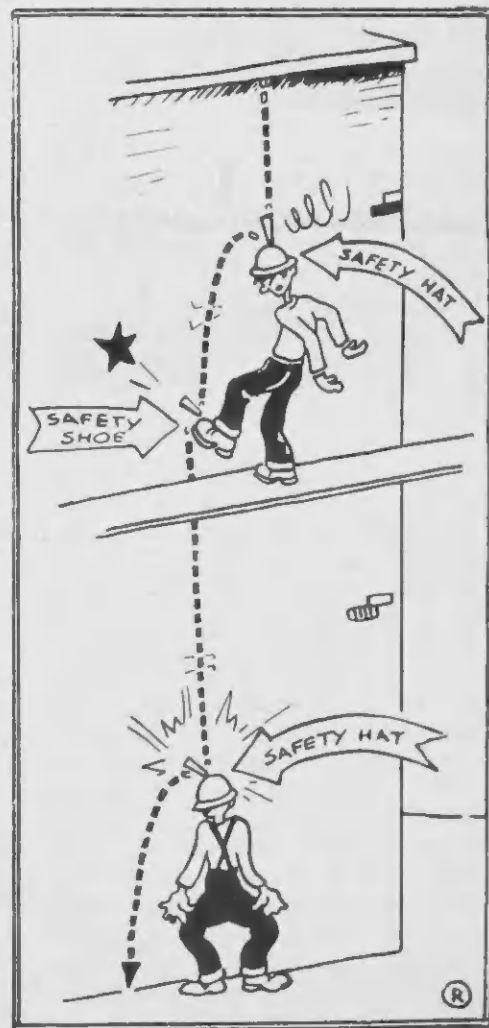
least that would have happened would be badly-scratched eyeballs; the worst, serious injury.

The happening next day involved two safety hats and a safety shoe in a freak near-accident. In the reducer furnace at No. 3 Pressure Still, a jagged piece of steel weighing six pounds dropped off and struck boilermaker Leon Thijsen on the safety hat. He knew another man was working directly under him, so he swung out his foot in an attempt to bump the falling steel to one side. It bounced harmlessly off his safety shoe, and struck Victor Leal, also on the safety hat. Neither man was injured; the safety hats had done their job.

These things don't happen every day. But when they do, there is always a good chance that safety equipment will save someone from an injury.

Arriba, na banda robes, Leon Thijsen, boilermaker, ta muestra a pido heru di seis liber cu ni siquiera a rasca su sombre di seguridad ora esey a cai 'riba su cabez. E ilustración na banda drechi ta muestra con esey a tuma lugá. (Victor Leal a bai cu vacantie prome cu su portret por a worde tumá.)

Abao, Prudencio de Cuba y Tomas Maduro ta retratá cu nan brilnan di seguridad cu a scapa nan bista ora catalyst na forma di polvo fini a supla cu forza, dal nan den nan cara. Aindá hende por mira algo di e polvo cu e pega a glasnan di bril.



## SCAPÁ: CUATER WOWO, DOS CABEZ, UN PIA

Pa Prudencio de Cuba y Tomas Maduro dia 16 di Maart tabata un dia di bon recuerdo, pues arriba e dia ey nan wowonan a worde scapá. Y e siguiente dia, 17 di Maart, tabata un dia di felicidad pa Leon Thijsen y Victor Leal; arriba e dia ey nan a scapa nan cabez.

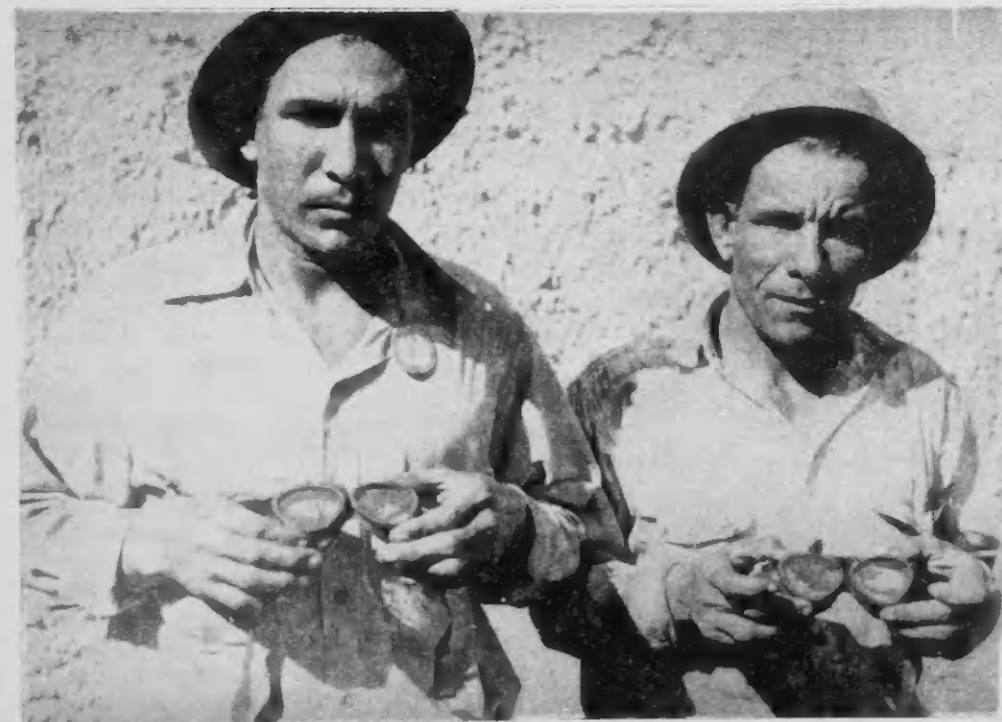
Tur dos accidente por tabatin consecucionan serio, pero e hombernan tabata suficiente sperto y a sigui reglamentonan di seguridad asina bon, cu nan tabatin bril i sombre di seguridad bistí — pa evita desgracia na curpa.

E dos pipefitternan de Cuba y Maduro tabata instalando un blind den un linea di tubo pa catalyst i aire na e Catalytic Plant, ora catalyst den forma di polvo fini a supla cu asina hopi forza dal nan den nan cara, cu un capa di e polvo a keda pegá arriba e glasnan di nan brilnan. Ningun danjo a resulta. Sin bril di seguridad, nan balanan di wowo lo por a worde mal rascá of podise hasta nan lo

por a perde nan bista.

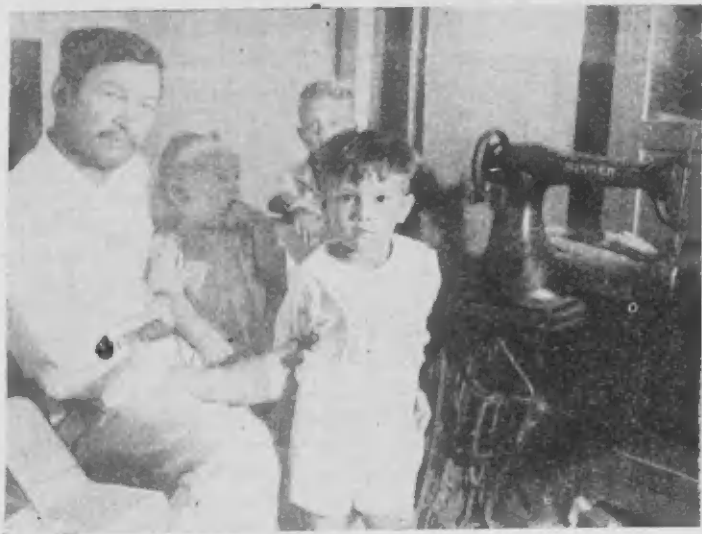
E lo que a tuma lugá su siguiente dia tabatin di haci cu dos sombre di seguridad, un sapatu di seguridad, y den cierto sentido tabata un rareza. Den un di e fornunan di Pressure Still No. 3, un pida heru cu kantunan scherpi, cu un peso di seis liber, a cai dal boilermaker Leon Thijsen arriba su sombre di seguridad. Esaki tabata sabi cu tabatin un otro homber ta traha net 'bao di dje, y e a zwaai cu su pia pa purba desvia caída di e pida heru. Esey a dal arriba e puntero di heru di su sapatu, y despues a cai dal Victor Leal, arriba su sombre a sufri danjo; e sombrenan di seguridad a haci bon trabao.

Soorto di cosnan asina no ta pasa tur dia. Pero ora nan sosode, semper tin e bon chens cu articulanon pa protección personal manera sombre, sapatu, bril, etc., lo scapa trahador di sufri desgracia.





## Shoemaker Since 1912



At right, Victoriano Croes, Aruban shoemaker, works under close supervision of his 5-year old grandson Nel. Above, Karel, his youngest grandson, joins them in posing beside Victoriano's 28-year old Singer sewing-machine.

Na banda drechi: Ora cu To ta traha semper tin opzichter, si'n ta jioe ta nieto. E biaha aki ta su nieto Nel. Aki riba, su nieto di mas chikito, Karel tambe a bini acerca, pa saka portret hunto cu To su machine di cose zapato cu tin 28 anja.

Tempo cu Victoriano Croes tabatin 17 anja el a haya un bon chens. E tabatin algun tempo ta sinja zapaté cerca Gabi Oduber ora cu Gabi a dicidi di bai traha na Colombia. E ora Victoriano a tuma e winkel over fo'i dje y a cuminza traha riba su mes na edad di 17 anja. Victoriano, mas conoci como To, tin 53 anja awor, di moda cu e tin 36 anja ta traha zapato, y bon zapato.

Tempo cu el a cuminza traha e tabata gana un florin pa dia, loque tabata masha hopi tempo cu hombernan grandi no tabata gana mas cu un chilin of cinco riá. Despues di a traha ocho anja riba su mes To a casa cu Silvina Ras, 28 anja pasá. Nan tin tres jioe muher y cuater jioe homber.

To a traha su mes cas y winkel na 1928 y ainda e ta biba ey. E ta pasa mas di 12 ora den su winkel tur dia. Despues di school e jioe hombernan ta duna un man y e tres nietonan ta weita y ta haci mil y un pregunta. To ta gusta di tin nan rond di dje mientras cu e ta traha.

Riba un di e portretnan, To a sali cu dos di su nietonan y un sobrino di su señora, banda di su machin di cose zapato cu tin 28 anja. El a cumpré pa 250 florin y e tempo ey 250 florin no tabata co'i loco. To a gana e placa ey di 68 zapato cu el a traha pa polies di Curaçao. E mes mester a bai Curaçao pa tuma midir y pa compra co'i trabao.

E zapato di mas grandi cu el a yega di traha tabata mas di 40 centimeter largo y esun di mas chikito ta e promé paar cu el a yega di traha pa su jioe mayor Ana, tempo cu e jioe tabatin algun luna bieuw.

Ademas di zapato, To sa pone capa nobo pa auto y e sa fura asientonan; el a yega di haci algun bon trabao riba wagen di jioe tambe.

Tempo cu soldá Mericanonan tabata aki el a traha dos paar di bota pa muestra; parce cu nan mester a encargá un cantidad na Merca y pa nan ta sigur di haya loque nan tabata ke, To su botanan trahá na man a sirbi di modelo pa un fábrica na Merca.

Durante 36 anja cu e ta zapaté To a mira prijs di zapato di homber subi di Fls. 7.50 te Fls. 20.00 pa paar. E ta bisa cu antes bida tabata mihor toch, pasobra awor e zapatonan ta mas caro berde, pero bida tambe ta caro.

To ta un homber masha salú; asina leeuw cu e por corda ta dos bez sô el a bai dokter, y el ultimo bez tabata 24 anja pasá.

E ta spera di traha alomenos 20 anja mas. E tempo ey ta e bisa-nietonan lo para rond haci mil y un pregunta. Ora To pensa ey riba e ta hari den su barba chikí-chikí caba.

Five employees of the Stewards Department are presently on their long vacations. A. L. Dennie started his seven weeks on March 8; he is spending it in Aruba. J. Carolina left for a four weeks visit in Curaçao on March 11. J. Combs went to St. Vincent for seven weeks on March 13. L. Mellin and Moy Sea are spending their long vacations here.

When Victoriano Croes was 17 years old he got a lucky break. He had been learning the craft of shoemaking from Gabi Oduber for a couple of years when the latter left to work in Colombia. He then took over the shoeshop and started on his own at the age of 17. Victoriano, widely-known in Oranjestad as To (pronounce Tow) is now 53 years old, so he has been in the shoemaking business for 36 years. And he knows his business.

When he first started in 1912 he considered himself lucky to earn a guilder per day; in those days grown men did not get more than 60 or 75 cents a day. After working on his own for eight years he decided to get married and start a family. He has now been married to Silvina Ras for 28 years and has three daughters and four sons.

Victoriano built his own house and shop in 1928 and is still there. He spends more than 12 hours in his shop every day. After school his sons give a helping hand; his three grandchildren just watch and ask questions and he likes to have the family around while he works.

In one of the pictures Victoriano with two of his grandchildren posed beside his 28-year old sewing machine. He paid Fls. 250 for it and in those days it meant a whole lot of money. Victoriano earned this money filling an order for 68 shoes for policemen in Curaçao; he had to go over himself to take measurements and buy material.

The largest shoe he ever made was over 15 inches long; the smallest pair was the one he made for his first child when she was two months old.

When the Yanks were here he made two boots as samples; he believes they had to be ordered in the States and to make sure of the kind of job to be done, Victoriano's handmade boots served as a model for some large U.S. factory.

Besides shoes Victoriano also works on convertibles, putting on new coverings; he is good at leather upholstery and has done some beautiful jobs on baby carriages.

In the 36 years of his profession Victoriano has seen the price of men's shoes rise from Fls. 7.50 to Fls. 20.00 a pair. "Life was better when the prices were down," he says, "it was much easier to make ends meet."

Victoriano is an exceptionally healthy man; as far as he can remember he only saw a doctor twice in his life; the last time was 24 years ago.

He hopes to work for at least another twenty years. By that time the great-grandchildren will be around to watch and ask questions. Victoriano smiles happily already at that prospect.

### SCHEDULE OF PAYDAYS

Semi-Monthly Payroll	
April 1-15	Friday, April 23
April 16-30	Tuesday, May 11
Monthly Payrolls	
March 1-31	Friday, April 9



PIPELINE Continued from page 4 gave him credit for 11 merchant ship sinkings, totaling 100,000 tons on this cruise. At 24, he was the youngest of Doenitz' brilliant U-boat commanders.

Ites was made skipper of the U-94, a 500-ton boat, in April 1941, when the nerves of the previous captain gave way and he had to be given a shore job. Ites made three war cruises on the U-94, with indifferent success, before starting out on his final journey.

The U-94 was rewarded with a cruise to the submarine's paradise in the Caribbean because on her previous cruise she had operated in the cold waters off Iceland. The U-94 departed from St. Nazaire on August 2, 1942, after most of the crew had been granted two weeks leave. The U-94 cruised at slow speed during the crossing via the Azores. The crew men took sun baths and even the technical men — who usually were not allowed beyond the conning tower when there was danger of air attack — were permitted to relax on deck. The U-94 made the trip without incident. Landfall in the Windward Passage was made on August 20.

One week later — on the last day of the U-94's life — Captain Ites suspected that he was in the path of a convoy when he sighted several PBY's which he guessed were supplying advance air cover. Ites spend the day dodging the PBY's. Evidently his success made him careless.

At nightfall, Ites made contact with the convoy, which consisted of 21 ships in seven columns. Ites maneuvered into position within the convoy screen, after trailing the convoy for nearly an hour on the surface under a full moon. As he prepared to fire a torpedo at one of the escorts, one of his lookouts reported sighting a plane. The executive officer, who was watching another sector, replied, "You're seeing a ghost".

The ghost was a PBY which dropped four 650-lb. depth charges from 50 feet and tossed out a flare. The U-94 was between 30 and 40 feet below the surface when the bombs exploded. Despite the frantic efforts of the crew to submerge, the U-boat nosed upward and surfaced. The Canadian corvette, HMCS "Oakville", closed toward the flare and dropped five depth charges. The "Oakville" made a quick turn and dropped more depth charges, one of which appeared to explode directly under the U-boat. The "Oakville" maneuvered skillfully and proceeded to ram the sub, passing squarely abaft the conning tower. Ites decided to abandon ship. As men poured out of the conning tower, the "Oakville" opened up with machine guns to keep the Germans away from the sub's deck guns. The "Oakville" circled the stricken sub and with the USS "Lea" picked up 26 survivors, including the wounded Ites, who also suffered a broken leg.

In September two new, important convoys were established and the back of the submarine campaign was broken. By December 1942, the battle was won. Not a single ship was lost during that month.

## Esso - News

### D & R Sold

The cosmetic firm of Daggett & Ramsdell, a Jersey Standard affiliate, was recently sold to a New York group long associated with the cosmetic business. New president of the firm is William J. Perridge, a former executive with Conti Products Corporation.

Discoverer of the formula for keeping cold cream fresh, Daggett & Ramsdell was organized in 1890. It became a Jersey affiliate in 1929. On March 15 the new owners took over the present manufacturing and marketing personnel. Operations will continue at the same address.

### Esso Standard Changes

Appointment of Dr. H. G. Burks, Jr., a director of Esso Standard Oil Company, as general manager of the company's manufacturing operations was announced recently by M. J. Rathbone, president. At the same time, H. W. Fisher, also a director, was named to succeed Dr. Burks as general manager of East Coast refineries.

Both men, whose entire business careers have been with the company, joined Esso on graduation from the Massachusetts Institute of Technology more than 20 years ago.

### Caribbean Status

In an address before the American Institute of Mining & Metallurgical Engineers, Jersey's C. J. Bauer predicted that the Caribbean area will not lose its position as a major exporter of oil.

"Only the direction of the flow of its surplus crude changes," he said. "In 1951, this analysis shows that the Caribbean area is still the most important producer outside the United States."

Mr. Bauer, of Jersey's Coordination and Economics Department, spoke on the place the middle east will occupy in the world oil markets. He predicted that, by 1951, the anticipated world demand for oil will reach four billion barrels, or more than 160 billion gallons. Although much of this demand will be supplied from the middle east, the Caribbean will continue to contribute its share.

### Programa pa Extension Pa Cubri Demanda Creciente

Compania di Standard Oil (N.J.) ta gasta un bilion di dollar durante 1947 y 1948 pa cubri demanda creciendo di azeta den henter mundo.

Actualmente e compania aki y su filialnan ta modernisando y extendiendo produccion y facilidadnan mas cu nunca den henter nan historia. Ta worde calculá cu industria di azeta en general lo gasta 13 bilion di dollar den poco anjanan venidero na expansion y produccion aumentá.

E suma aki lo worde gastá na exploracionnan, cobamento di poznan nobo, y na construccion di refinarianan nobo, pipanan y tankinan di depósito.

Motibo pa e expansion tremendo di e facilidadnan actual di industria di azeta ta scarsedad di azeta. Na 1947, por ehempel Merca so a usa mas azeta cu henter mundo a usa na anja 1939. Y manera demanda pa azeta ta mas grandi cu nunca den henter mundo, e programa pa expansion aki ta muy necesario.

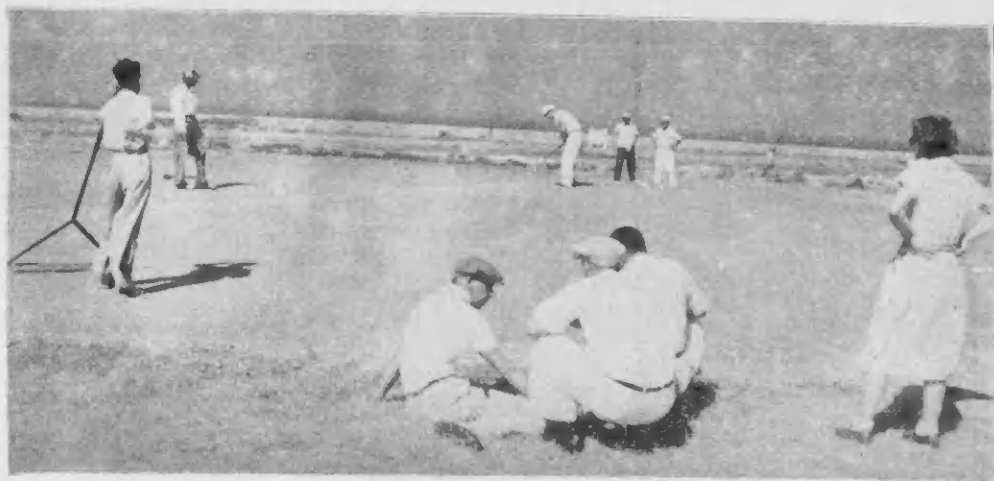
Ships were lost in the Caribbean in 1943 but the number in any one month was always small — the total for the year amounted to only 110,000 tons. Early in 1943 a new convoy of big, fast tankers was inaugurated. These convoys went direct from Aruba-Curaçao to Swansea, Wales, and each trip they carried enough oil to send a thousand bombers over Germany every night for six months.

The Germans tried desperately, without success, to smash this longest of all pipelines. When you consider the fact that from September 1, 1942 to August 31, 1943 a total of 15,049 vessels arrived and departed from the two oil ports of Aruba and Curaçao, it is evident that the Battle of the Caribbean was one which the Allies could not afford to lose.

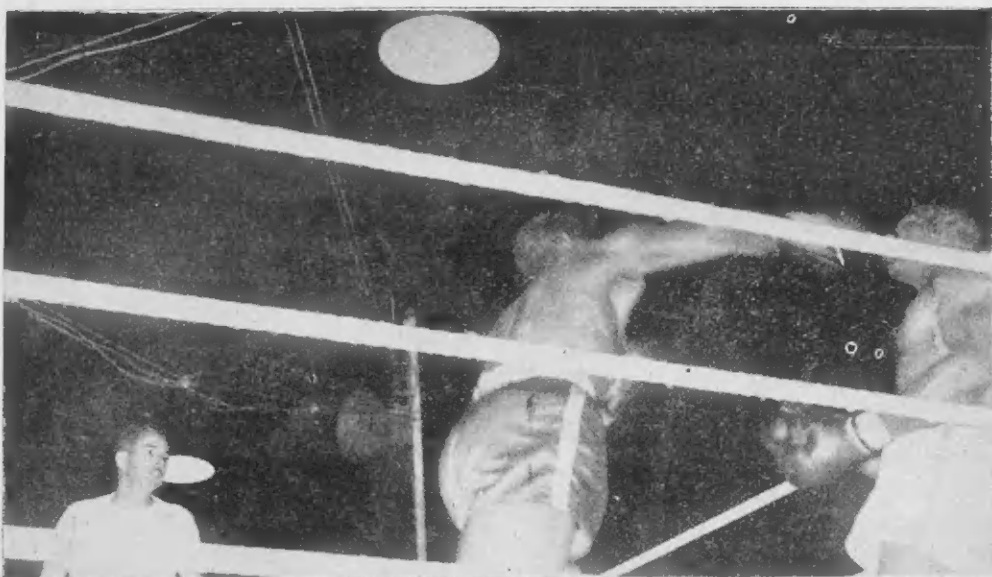




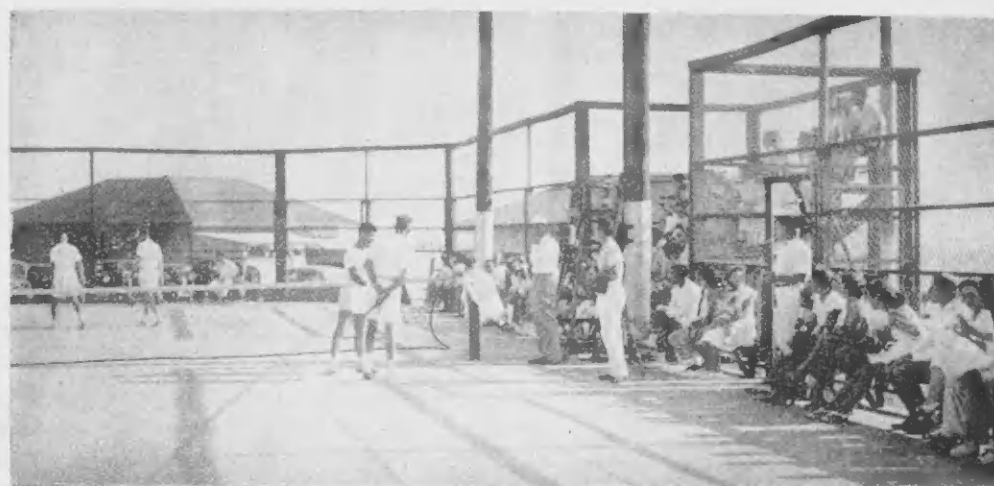
Austin A. Hodge, of the Colony Commissary, was married on March 13 to Sarah Jacob. Before the ceremony, a group of his fellow employees gathered to present him with a gift. Commissary Supervisor David Gray makes the presentation.



Ernest Smith, professional from the Maracaibo Golf Club, putts on the 45th hole of the 54-hole Aruba Open Tournament, in which he took the trophy with a five-stroke margin over the best Aruba could do. His total of 219 included four par rounds of 36, a sub-par round of 34, and one "bad" one of 41. On the far side of the green (wearing dark trousers) is last year's Open Champion Lou Crippen, who was second with 224; at left in the foreground group is Al Leak, who took third with 227. (Not shown is Harmon Poole, who, when the photographer said he was sure now that he had pictured the winner, said "How do you know — I haven't finished yet".)



The punch shown above, that the camera catches only as a blur, spells g-o-o-d-n-i-g-h-t. Man behind the punch is Juancito Holman, Aruba heavyweight who started a comeback at the Swingsters Square Garden March 20. Man in front of the punch, who started for the canvas after it landed, is Harry Krassens, victim of a second-round knockout. The fight was on what was called the best card in many months.



Lago Takes Tennis Trophy

Above, Jesse Upp and Leonard McReynolds discuss strategy on the near side of the net before their match March 28 with Messrs. Bail and Wenink, in the Lago-Shell meet for the Smith-Noorduyn tennis cup. The strategy turned out to be good; with the meet tied at 4-all, and C.P.I.M. needing only one more win to clinch permanent possession of the trophy, the Lagoites turned in a 6-4, 8-6 win to bring the cup to Aruba for the first time. At right, Mrs. A. Shoemaker, ranking Lago woman player, returns a serve to Mrs. v. d. Swan of the Shell team. Mrs. Shoemaker won 6-3, 8-6.



Cricket Ends With Presentation Match

Baden-Powell Beats Coral For League Championship

The Baden-Powell Cricket Club defeated Coral, 161 and 92 to 68 and 144, for the championship of the Intermediate Division. The match was played on two days, March 14 and March 21, at the Sport Park.

On the first day's match, D. Grant, of Baden-Powell, scored 57 runs and D. Williams, of the same club, scored 36. Top Coral scorers for the day were E. Joseph, with 22, and E. Hubert, 18.

In bowling, for Baden-Powell R. Martin took five wickets for 16 runs, D. Cox took two for 20, and D. Williams two for 11. For Coral, E. Hubert took six for 43 runs, G. Violenus took two for 44, and C. Buntin took two for 41.

In the second day's play Baden-Powell's D. Williams scored 30 runs and C. Mathews made 24. Top Coral batters were E. Joseph, with 48 runs, and C. Buntin with 28.

Top Coral bowlers were E. Hubert, who had four for 47 runs, and G. Violenus, with five for 36. For Baden-Powell, D. Cox got three wickets for 30, D. Grant had two for 22 and D. Williams two for 19.

Sport Park Baseball Due To Start April 18

Tentative plans call for the Sport Park baseball league to get under way on April 18. The season had formerly been scheduled to begin a week earlier but the special cricket presentation match which is taking place that day at the Park made it necessary to postpone the opening date.

Baseball is already under way but it is only in the practice and pre-season stages. On April 4 the Pepsi-Cola and Dodgers teams were due to meet in a practice game at the Sport Park.

The league is sponsored by the Sport Park Committee, with Edney Huckleman as special coordinator for baseball, cricket, and softball. As coordinator, he will organize subcommittees among the captains, managers, and players in the various sports.

Individual and Team Trophies To Be Awarded At Sport Park Sunday

Twelve individual and team trophies will be awarded on Sunday, April 11, when the winning teams of the Senior and Intermediate Divisions meet in a special presentation cricket match at the Sport Park. The game will start at 10:45 in the morning, with the presentations scheduled to be made about 5 that afternoon.

St. Vincent, captained by C. A. Brown, will represent the Senior Division and R. Martin's Baden-Powell club will take the field for the Intermediate Division.

Two team trophies will be awarded, one to the St. Vincent club for winning the Senior Division title and the other to Baden-Powell for taking the championship of the Intermediate Division.

Ten individual prizes will be given, five in each Division. Trophies will be awarded to the man in each Division with the best batting average, best bowling average, highest individual score, bowler taking the most wickets, and to the most valuable player in each group.

St. Vincent earned the right to meet the Eagle team for the championship of the Senior Division by beating out Maple for the leadership of the Eastern League. The club then met Eagle, tops in the Western League, and defeated them in a match played on February 29 and March 7.

Baden-Powell, after having been tied for the lead of the Northern League with Energetic, went on to beat that club for the championship. Baden-Powell then faced Coral, winner of the Southern League, and emerged from that contest as the Division's top team.

The 16-team, four-league cricket competition got under way on September 21. It was sponsored by the Sport Park Committee in conjunction with the Lago Heights Advisory Committee.

RCA A Gana E Team Di Caracas Durante E Dianan Di Fiesta

E team di futbol RCA a gana e team La Salle di Caracas durante dianan di Pascu y a gana e copa presentá pa Eddy de Veer. Den dos otro wega contra La Salle, un team combina di Aruba Voetbal Bond a gana un wega y a tabla un ctro. Tur tres wega a tuma lugar na Wilhelmina Sport Park.

Den e promé wega, hungá DiaSabra, 27 di Maart, RCA a bati La Salle 3-1. E siguiente dia e Club di Caracas a tabla contra un equipo combina di Aruba Voetbal Bond cu 2-2 y DiaLuna e equipo di Aruba a gana e visitantenan cu 3-1. Tur e weganan tabata bon hungá y ambos team a duna prueba di ligereza y sportividad.

Anteriormente RCA a perde contra La Salle cu 6-4, ora cu e teamnan a hunga na Caracas na fin di 1947.

La Salle, champion di Caracas a bin cu nan coach J. Campbell Santana, un maestro di Colegio La Salle. Damian Tromp di T.S.D. tabata captain di R.C.A.

Tin plannan pa establece encuentronan anual entre e dos teamnan.

Na cumintamento di luna R.C.A. a bai Haiti pa hunga cuater wega. Aya Aruba tabatin un victoria, un tabla y un pierda. Den e promé wega R.C.A. a gana e championnan di Haiti "Racing Club Haiti" cu 4-1. Despues un combinacion Haitiana a gana R.C.A. cu 2-1, y den e tercer wega e mes equipo a tabla cu 1-1.

R.C.A. a bai Haiti dia 4 di Maart y a bolbe Aruba dia 16 di mesun luna.

Second River Towboat For Esso Fleet Is Launched in States

The "Esso Tennessee", second of two new pusher-type river towboats designed for service in the petroleum trade on the Mississippi and Ohio Rivers, was recently launched in the States.

A sister ship of the "Esso Louisiana", which was launched late last year, the "Tennessee" also has radar and ship-to-shore telephone — among the first vessels of her type to be so equipped. Her run will be from Baton Rouge, Louisiana to Memphis, Tennessee and Louisville, Kentucky.

RCA Defeats Caracas Eleven During Holidays

The RCA football team defeated the La Salle team of Caracas over the Easter holidays to win the cup donated by the E. de Veer chain theaters. In two other matches against the La Salle eleven, a combination team from the Aruba Football Bond won one game and tied one. All three matches were played at the Wilhelmina Sport Park.

In the first game, played on Saturday, March 27, RCA beat La Salle by a score of 3-1. The next day the Caracas club tied a combination team from the Aruba Football Bond, 2-2, and on Monday the Aruba eleven defeated the visitors, 3-1. All three games were well-played, with both teams exhibiting considerable skill and sportsmanship.

RCA had previously lost to La Salle by a score of 6-4 when the two teams met in Caracas at the end of the 1947 season.

The La Salle eleven, champions of Caracas, was coached by J. Campbell Santana, of the La Salle College faculty. Damian Tromp, of TSD, captained the RCA team.

Tentative plans are under way to make this an annual meeting between the two teams.

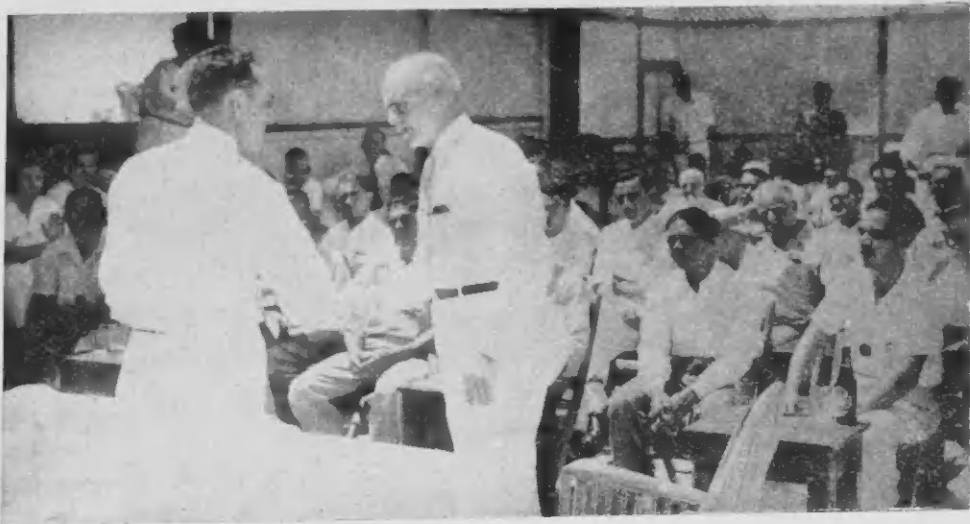
Earlier last month the RCA team went to Haiti for four matches; there the Aruba team's record was one victory, one tie, and two losses. In the opening game RCA beat the champions of Haiti, the Racing Club of Haiti, 4-1. Then a Haiti combination beat RCA, 2-1, and in the third match the same two teams played to a 1-1 tie. In the final match the Haiti combination again won, this time by a score of 2-1.

The RCA team went to Haiti on March 4, returning to Aruba on the 16th.





# Lake Tanker Fleet Wins Safety Contest



Gordon Owen, supervisor of safety (left), awards a plaque from the National Safety Council to G. H. Jett, marine manager. The plaque was presented to the Esso Transportation Company for its top safety record in the Tanker Division of the yearly Safety Council contest.

## Plaque Is Awarded For Finest Safety Record

For the second consecutive year, the Esso Transportation Company received first prize in the Tanker Division of the annual contest held by the National Safety Council. The award, a plaque, was presented to Marine Manager G. H. Jett by Gordon Owen, Lago's safety supervisor, on March 18 at the Marine Club. The ceremony was attended by officers of the Lake Tanker fleet and by elected representatives of the Lake Tankermen's Committee.

Mr. Owen was introduced by Capt. W. L. Thomas, assistant marine manager, who stressed the fact that safety efforts were worthwhile if they resulted in saving only one life over a period of 20 years.

Mr. Jett, holding the plaque before him, thanks the officers and men of the Lake Tanker Fleet for their splendid contributions to the Fleet's safety record. Capt. W. L. Thomas, assistant marine manager, is seated at right.



*I wish to congratulate the men on the ships who have made this enviable record possible. Safety at sea requires foresight and constant vigilance. The achievements of the Lake Tanker personnel are convincing evidence that they are alert in finding ways and means to minimize and eliminate unsafe working conditions.*

Quoted from a letter by M. G. Gamble, general manager, Standard Oil Company (N.J.) Marine Department.

Mr. Owen pointed out that the Esso Transportation Company had won five first places in the Tanker Division during the nine years that the contest has been held. The other four years Lago's lake tankers won second place. This record was particularly outstanding, he said, not merely because of the plaque or trophies which were won, but because of what it meant to the men who operated and were responsible for the fleet.

"Whatever is physically set apart to commemorate the distinction is merely symbolic of the good accomplished through the efforts of all in a job well done," he said.

Mr. Jett accepted the plaque on behalf of the men in the fleet, thanking them for having made such a record possible.

Lloyd Van Putten spoke on behalf of the elected representatives of the Lake Tankermen's Committee, promising that the fleet would continue its safety efforts and attempt to do even better in the next contest.

The contest, covering the period from July 1946 to June 1947, included entries from Canada, the States, the West Indies, and the Pacific islands. Lago's frequency rate of 6.06 disabling accidents per million man hours was over twice as low as the average group rate of 15.23 accidents per million man hours. The second place winner, the General Petroleum Corporation of Los Angeles, California, had a frequency rate of 9.82.

## Long Service Awards 20-Year Buttons

March, 1948

Lunn Easton (right), division head of Finance and Insurance in the Marine Dept., came with the Company on January 5, 1928 as a clerk in the Accounting Dept. He was transferred to the Marine Dept. July 15, 1935, and his service there has been continuous since.

Francisco Croes (lower right), machinist, was first employed April 15, 1925. A year later he joined the Lake Fleet. He came ashore again January 18, 1929, for a job in the Machinist Dept. where he is now Machinist "A".

Pieter Bakker (below), customs clerk in the Accounting Department, began his Company service March 26, 1928 as a clerk in the Storehouse. He transferred to Accounting in June, 1930. His 20 years was completed without a deductible absence.



## Thankful for Hat



Jan Boekhoudt of the Carpenters has a high regard for the hat he is holding, because it saved him from possible serious injury March 22. He was in a crew that was wrapping a dolphin at the Main Dock when a steel cable snapped. A 12-inch piece of the cable struck Mr. Boekhoudt on the side of the head, but the brim of the safety hat took the force of the blow, even though the cable was flying horizontally, and he suffered only a minor abrasion of the ear. He was standing on pilings at water level when the mishap occurred, and without the hat he might have been knocked unconscious into the water. Arrows point to the breaks made in the brim of the hat, and to the length of cable.

## Air Mail Parcel Post Starts

An air mail parcel post system was recently put into effect which now makes it possible to air mail packages to the other Dutch islands, Surinam, and Holland.

The new rates, as announced by P. H. J. Breusers, director of the post office at Curaçao, are as follows: to other islands in the Netherlands Antilles, Fls. 0.50 for one-half kilogram or less to Fls. 7.60 for ten kilos; to Surinam up to one-half kilo costs Fls. 2.15, with ten kilos costing Fls. 30.50; and to Holland the rate is Fls. 5.55 for one-half kilo or less on up to Fls. 98.10 for ten kilos.

The maximum weight for air mail parcels is ten kilograms. Rates change every half kilo.

## Blairs Helping Sell Bananas

A recent copy of the United Fruit Company's magazine "Unifruitco" shows Don and Bettina Blair (he was formerly Coin Your Ideas secretary here, she is a well-known portrait artist) embarking on a banana boat for South and Central America.

Now free-lancing, they have done a story and cover for the magazine and are now on their way to picture United Fruit people in tropical divisions.

## DEATHS

Carlino Geerman, a Carpenter's Helper A, died on March 11 at the age of 38. He had continuous service for six years, and had previously been an employee from August 1934 to January 1936, and from December 1936 to January 1941. He is survived by his wife and six children.

## Amsterdam Orchestra Plans United States Tour

The Amsterdam Concertgebouw Orchestra, one of the world's leading musical organizations, plans a North American tour in the fall of 1949. This will not only be the first postwar visit by a European symphony orchestra to the States, but may also develop into history's first transatlantic airborne musical invasion.

Discussions are under way between the Concertgebouw board of directors and K.L.M., Royal Dutch Airlines, to transport the entire personnel, numbering about 110, with instruments and luggage. It is figured that the job could be done with three Constellations.

While this would be the first transoceanic hop, it would not be the first flying trip for the Amsterdam musicians, who have become known as "Europe's flying orchestra". Last year the players flew from Amsterdam in chartered K.L.M. planes for a Scandinavian tour.

The Dutch got to the post first with their American tour, which is expected to start the last week of September 1949, and includes some 35 concerts in major cities of the east, midwest, and Canada.

## Around the Plant

Six Dining Hall employees left on their long vacation last month. One, Daniel Blaize, left for Grenada on March 10. Another, V. A. Lopez, left on March 22 for Curaçao; while there he will also represent the St. Eustatius Cricket Club. The other four all went to St. Vincent: B. A. McKenzie left on March 1; E. J. Clarke on the 15th; and J. I. McIntosh and A. Adams on March 16.

Barbara Alexander, of Colony Service, left on March 14 to spend her eight weeks vacation in Grenada. This will be her first visit there in eight years.

Neville T. Matthews, of the Electrical Department, started his eight weeks vacation on March 14. He went to Trinidad, his first trip there in 17 years.

On March 18 John Ogilvie, of Laboratory No. 1, started his ten weeks vacation. He is spending it in Grenada and Barbados.



On March 18 Lemuel Roy was married to Carmelina Lindsay, at the Laundry. To celebrate the occasion his fellow workers at the Plant Commissary met to present him with a gift. R. Bain, head butcher, makes the presentation while the others look on.

**SAFETY PAYS**  
Seguridad ta lo Miho





## Anything can Happen

Once there was a jeweler who had worked for 30 years without a rest. Then one day he decided to close his shop for a few days and take a vacation. He put all the gold he had in a small bag and asked his neighbor to keep it for him until he returned.

The jeweler took a trip and had such a good time that he felt like kicking himself in the pants for not taking a vacation sooner. Very satisfied, he returned to his home. The next day he went to his neighbor to get his gold so he could start work again.

"I hate to tell you this," the neighbor said, "but I can't give you back your gold. The best place I could think of to put your gold was in the cellar. Unfortunately, the rats got at it and ate all the gold before I could do anything about it."

The jeweler, who wished to avoid a scandal at all costs, didn't say a thing. However, he decided to wait for his chance to get back at his neighbor.

A short time later the neighbor's little two-year old boy was playing in front of the house; his mother had gone to town and his father was busily engaged in a conversation with one of his friends. When the jeweler noticed that no one was paying any attention to the little boy, he started to jingle a small gold bell. The little bell gained the boy's attention and he walked over to the jeweler's shop.

The jeweler took the little boy into the house and hid him in the back room.



Soon the neighbor began to look for his son. When he couldn't find him anywhere and realized that something might have happened to the boy, sweat began to pour off his face. He wasn't only worried about the fate of his son; he was just as bothered because he knew his wife wasn't going to like his having allowed the little boy to wander off. And his wife had just bought a large new rolling pin.

When the worried neighbor came to the jeweler's house, the jeweler acted as if he was very surprised to hear that the little boy was lost. He kept shaking his head and saying, "No, no, it can't be, it's too horrible!"

"What's the matter? Why do you say that?" screamed the neighbor, shaking the jeweler so hard that his teeth shook.

"The big bird, he did it. It's too terrible to even think of, but that must be what happened," the jeweler exclaimed with horror on his face.

"Man, speak, tell me what you're talking about," the frantic father implored.

The jeweler stood up and gave the neighbor a sympathetic pat on his shoulder.

"I did see your little boy playing in front of the house," he said, "and the next minute he was gone. Then I happened to look up and saw a huge bird with something in his beak. Come to think of it, it did look like a little boy, and now that you say....."

"Don't be silly," the half-crazed neighbor said, "how can a bird lift a two-year old boy?"

"Why there's nothing strange about that," the jeweler said, "in a country where rats can eat gold, I don't see why a bird can't lift a little boy."

The neighbor understood immediately what the jeweler meant, and realized that he had done wrong. He hurried off to his house and came back a moment later with the little bag of gold. When he had handed over the gold, the jeweler led him to the back room, where the little boy was busily drawing pictures on the walls with colored pencils. This proved to the father that his son was still as healthy and happy as he had been two hours before, when he had happily broken an alarm clock with a hammer.

As the father carried his little boy back home, he knew that the deal wasn't so bad for him. He hated to lose the gold, but his wife didn't know about the gold anyway. And that rolling pin — they are hard, especially new ones.

## Kico cu ta por Socede

Tabatin un bendedor di prenda cu a traha 30 anja largo sin tuma sosiego. Pero riba un dia el a dicidi di cera su tienda pa poco tempo i tuma vacantie. El a pone tur su oro hunto den un saco chikito i el a pidi su bisinja wardé p'e te dia e bolbe.

E bendedor di prenda a haci un biahe i el a pasa asina bon cu e tabatin gana di dal su mes pasobra el no a tuma su vacantie promer.

Masha satisfecho el a bolbe su cas. Pa su siguiente dia el a bai cerca su bisinja pa busca su oro, pa e por a cuminza traha trobe.

"Ta duel mi di bisa bo," e bisinja a bisa, "pero mi no por duna bo e oro. E melhor lugar cu mi por a bai pa warda bo oro tabata den bodega bao di cas. Infortunadamente djacanan a topa cu n'e i nan a come tur sin cu mi por a haci algo contra."

E bendedor di prenda, cu di tur manera kier a evita un scandal, no a bisa nada. Sin embargo el a dicidi di warda su chens pa regla e asunto aki cu su bisinja.

Un poco tempo despues e yiu chikito di dos anja di e bisinja tabata hunga dilanti cas. Su mama a bai stad i su tata tabata masha ocupá den un combersacion cu un di su amigonan. Ora e joyero a mira cu ningun hende tabata paga atencion e mucha, el a cuminza a bati bel di oro chikito. E bel chikito a hala e mucha su atencion i el a camna bai na e tienda di e bendedor di prenda.

Esaki a pasa e mucha paden i a scendé den un cuarto patras. Su poco despues e bisinja tabata busca su yiu homber. Ora e no por a hayé ningun parti i a realizá cu algo por a pasa e mucha, sudor tabata corre for di su cara. El no tabata solamente preocupá pa loke por a pasa su yiu, pero e tabata mes tanto spantá pasobra e sabi cu su casá lo no keda asina contento cu el a larga e mucha wander bai i el a caba di cumpra un palo di lora pan nobo i grandi.

"Ora e bisinja spantá a yega na cas di e bendedor di prenda, esaki a haci manera e tabata masha sorprendí di tende cu e mucha chikito a perde. El tabata sacudi cu cabez i bisa: "No, esey no ta posible, ta mucho horrible!"

"Kiko a pasa anto? Pakiko bo ta bisa asina?" e bisinja a grita mientras e tabata sacudi e bendedor di prenda asina duro cu un esaki su djientenan tabata bati.

"E paharo grandi a bai cu n'e. Ta mucho terrible pa pensa, pero ta asina lo a socede," e bendedor di prenda a exclamá cu un cara spantá.

"Papia, homber, bisa mi di kiko bo ta papia," e tata a bisa furioso.

E bendedor di prenda a lamanta para i a bati riba schouder di su bisinja cu simpatia.

"Mi a mira bo yiu hungando dilanti cas," el a bisa, "i un momento despues el a desaparecé. Despues casualmente mi a mira ariba i mi a mira un paharo masha grandi cu algo na su piek. E ora a dal na mi sintir cu esaki tabata parece un mucha chikito, i awor cu bo ta bisa....."

"No sea tan bobo," e bisinja a bisa mitar loco, "Com ta posibel pa un paharo por hiza un mucha di dos anja?"

"Pero no tin nada stranjo den esey," e bendedor di prenda a bisa, "den un pais unda djaca por come oro, mi no ta mira pakiko un paharo no por hiza un mucha chikito."

E bisinja a comprende inmediatamente kiko e tabata meen i el al realizá cu el a haci malo. El a corre bai su cas i un momento despues el a bolbe cu un saco chikito di oro. Ora el a entregá e oro, e bendedor di prenda a hibé den cuarto patras unda e mucha homber tabata pintando cu potlood di color riba muraya. Aki e tata por a mira cu su yiu tabata mes salur i contento cu e tabata dos ora promer ora el a dal un oloshi despertador kibra cu un martin.

Ora e tata tabata carga su yiu pa cas, el tabata pensa cu e asunto no a bai asina malo, pasobra toch su casa no tabata sabi nada di e oro. Pero e palo di lora pan — nan ta basta duro, especialmente ora nan ta nobo.



## Windward Islands Groups Celebrate Three Hundred Dutch-French Years

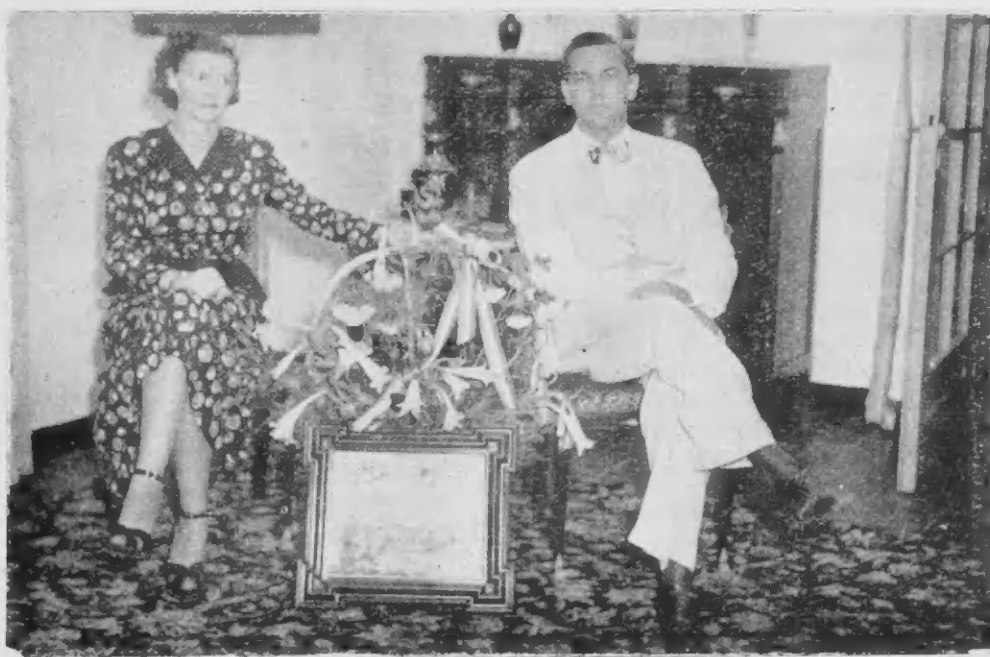
In a meeting attended by Lt. Gov. L. C. Kwartz and members of the Netherlands and French Windward Island Welfare Associations, the 300th anniversary of the division of the island of St. Martin between the French and the Dutch was celebrated on March 23 at the N.W.I. W.A. clubhouse in San Nicolas.

Following the performance of the Netherlands National Anthem, the Lieutenant Governor was introduced by Theodore Hillman, president of the Netherlands Windward Island Association. Thanking both the French and Dutch associations for their invitations to attend the celebration, Lt. Gov. Kwartz expressed the hope that the two peoples would continue to live in harmony as they had during the past 300 years.

Mr. G. J. Schouten, Jr. appealed to the members of both groups to unite and continue their close association, and presented Lt. Gov. Kwartz with a 300-year old painting of the island of St. Martin. The painting was presented in the name of the Netherlands Windward Island Welfare Association as a token of gratitude for the assistance they had received in the past under Lt. Gov. Kwartz' administration.

After Lt. Gov. Kwartz had thanked the Association for the painting, the French National Anthem was played and toasts were given to Her Majesty, Queen Wilhelmina, to the French Republic, and to Aruba.

Mrs. G. J. Schouten-Blanchard spoke in French, recalling the friendship that had existed for 300 years between the



Lt. Governor L. C. Kwartz and Mrs. Kwartz are shown with the oil painting and basket of flowers that were presented to them at the St. Martin 300-year anniversary celebration staged by the Windward Islands Associations here March 23.

E portret ta muestra Gezaghebber y Señora L. C. Kwartz cu e cuadro pintá cu azeta y e macuta di flor cu a worde presenta na nan na ocasion di e 300 aniversario di St. Martin dia 23 di Maart.

French and Dutch in St. Martin. She explained that, during that time, the frontier in St. Martin had been a reality only in the archives of the two governments and thanked Lt. Gov. Kwartz for the cooperation which he had given to the French people living in Aruba.

Mrs. Schouten-Blanchard, on behalf of the French Windward Island Association, presented Mrs. Kwartz with a basket of flowers; the basket was handed to Mrs. Kwartz by Miss Mederica Illidge, of St. Martin.

Both Lt. Gov. and Mrs. Kwartz spoke in French, thanking Mrs. Schouten-Blanchard and expressing the hope that the

French people in Aruba would continue to live in friendship, as their ancestors in St. Martin had done in the past.

Other speakers of the evening included Louis Posner, Jesurun Cardozo, Carol Labega, and Mrs. Eddy Brown. The music for the occasion was provided by Mr. Muller and the Excelsior Community Brass Band.

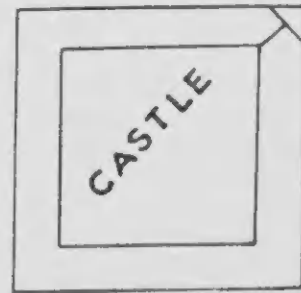
Telegrams of congratulation were received from Mayor Fleming, of Marigot; from the lieutenant-governor of Dutch St. Martin; from Mr. Plantz, representative of the Dutch Windward Island in Curaçao; and from the French Consul in Curaçao.

## Celebracion di 300 Anja Aniversario

Di 300 aniversario di partimento, di e isla San Martijn dia 23 di Maart na Holanda e worde celebrá den Club "Netherlands Windward Island Welfare" na San Nicolas.

Miembronan di e gruponan Frances y Holandes tabata presente. Un di e oradornan tabata Gezaghebber L. C. Kwartz kende a expresa speranza cu e hendenan di e dos nacionalidadnan diferente lo sigui bita cu armonia mescos cu antes.

## Answer to PUZZLER:



President of the French Windward Island Association is Virgil Emmanuel, of No. 2 Powerhouse.

During the evening a case and a half of the finest assorted French liquor was received from St. Martin. Those contributing toward the purchase of this gift included Leopold Hyman, Felix Page, Felix Choisis, Jule Petit, Nestor Jarvice, and Yvonne Richardson.